



January 31, 2014

To: Executive Board

Subject: **Line 699 and Silver Streak Major Service Change Equity Analysis**

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### **Recommendation**

Receive and file the Line 699 and Silver Streak Major Service Change Equity Analysis.

### **Analysis**

Foothill Transit's Governing Board approved a Major Service Change policy at its October 2013 meeting which states that any service change that affects more than 25 percent of revenue service miles travelled, or more than 25 percent of the riders on a route is considered major.

In December 2012, service was added to Route 699 which exceeded the 25 percent threshold. The service change, which was initially meant to last less than one year, has now exceeded the pilot project stage. In accordance with the Federal Department of Transportation's Circular 4702.1B, which states that agencies "shall evaluate significant system-wide service and fare changes and proposed improvements at the planning and programming stages to determine whether these changes have a discriminatory impact," Foothill Transit prepared an Equity Analysis of the service change (**Attachment A**).

### **Los Angeles Metro ExpressLanes Project and Route 699**

Foothill Transit began participating in the Metro ExpressLanes Project in December 2012. As described by Metro, the ExpressLanes "is a pilot, one-year demonstration program...to improve traffic flow and provide enhanced travel options on the I-10 and I-110 Freeways in Los Angeles County." The program introduced congestion pricing by converting High Occupancy Vehicle lanes to High Occupancy Toll (HOT) lanes and aims to improve transit service and other alternatives to driving, update transit facilities, and improve parking in downtown Los Angeles.

As part of the ExpressLanes project, Foothill Transit increased service on Route 699 dramatically as agreed in an MOU signed by both agencies. In December 2012, 18 additional trips were added, an increase of 41 percent in weekly vehicle service miles. Additional trips were added in May 2013 and November 2013 to address increased customer demand. The initial increase of trips was to maintain 7-8 minute headway in the P.M. rush hour.

### **Analysis of Foothill Transit Route 699 Service Change**

As required by the Federal Department of Transportation's Circular 4702.1B, Foothill Transit's Governing Board approved a Disparate Impact and Disproportionate Burden



Policy in October 2013. The policy states that if the percentage difference between the minority and/or low-income population affected by a major service or fare change is 15 percent or higher than the service area in general, a disparate impact or disproportionate burden is caused.

Route 699 had approximately 25,165 boardings between January 2013 and November 2013, an 8.5 percent increase in average monthly boardings over calendar year 2012. The chart below summarizes the proportion of minority and low-income populations served by Route 699 versus Foothill Transit's service area. Although the area within a five mile buffer of the Park & Rides served by Route 699 contains an average minority population that is lower than the average service area, the percentage differences between the two populations does not exceed the 15 percent threshold.

|                      | Minority proportion of service population | Low-income proportion of population |
|----------------------|---|-------------------------------------|
| Route 699            | 67.47%                                    | 12.3%                               |
| Overall Service Area | 77.02%                                    | 12.17%                              |
| % Difference         | -12.4%                                    | 1.07%                               |

As part of the Congestion Reduction Demonstration (CRD) project, service was also added to the Silver Streak. The Silver Streak serves a similar route as Route 699, and while it is not a commuter express line, it provides quick commuter style service from Montclair into downtown Los Angeles 24 hours a day. Silver Streak service was increased by 21 trips to bring the Silver Streak to 5-7 minute headways in the peak period. The Silver Streak offers a slightly less rapid alternative to riders for a cheaper fare; \$2.45 vs. the \$4.90 premium express fare. Also as part of the CRD project, fares were lowered on the Silver Streak from \$2.75 in October 2012 (a separate fare analysis has been submitted for that change).

The minority and low-income breakdown of the area served by the Silver Streak is as follows:

|                      | Minority proportion of service population | Low-income proportion of population |
|----------------------|---|-------------------------------------|
| Silver Streak        | 79.08%                                    | 12.68%                              |
| Overall Service Area | 77.02%                                    | 12.17%                              |

This shows that the minority and low-income population served by the Silver Streak is slightly higher than the overall service area.



**Conclusion**

Foothill Transit anticipates no negative impacts associated with this service increase. As mentioned above, the additional service is being funded through the Congestion Reduction Demonstration project and ExpressLanes. Although the minority population in the service area of Route 699 is slightly lower than in the average service area, additional service was added to the Silver Streak which serves generally the same alignment as Route 699. The Silver Streak offers an additional lower cost option for individuals looking to travel from the Pomona Valley into downtown Los Angeles which runs 24 hours a day.

**Fiscal Impact**

There is no fiscal impact to this Service Change Equity Analysis.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Britt Card'.

Britt Card  
Transit Planner

A handwritten signature in blue ink, appearing to read 'Doran J. Barnes'.

Doran J. Barnes  
Executive Director

Attachment

## Foothill Transit Major Service Change Equity Analysis – Route 699

### **Executive Summary**

Foothill Transit's Governing Board approved a Major Service Change policy at its October 2013 meeting which states that any service change that affects more than 25% of revenue service miles travelled, or more than 25 percent of the riders on a route is considered major. In December 2012, service was added to Route 699 which exceeded the 25 percent threshold. The service change, which was initially meant to last less than one year, has now exceeded the pilot project stage. In accordance with the Federal Department of Transportation's Circular 4702.1B, which states that agencies "shall evaluate significant system-wide service and fare changes and proposed improvements at the planning and programming stages to determine whether these changes have a discriminatory impact," Foothill Transit has prepared an Equity Analysis of the service change.

This document provides information on Route 699 and the ExpressLanes project which is funding the additional trips, as well as other factors influencing ridership in the area. It provides an analysis of the service change and its impact on Route 699's minority and low-income riders versus the system as a whole.

Foothill Transit's conclusion is that this service change has not created a disparate impact or disproportionate burden on minority and low income riders.

### **Background**

#### **1. Foothill Transit's Major Service Change Policy**

Foothill Transit's Governing Board approved Major Service Change, Disproportionate Burden and Disparate Impact policies at its October 2013 meeting. The Governing Board is comprised of representatives from each of the members of the Joint Powers Authority which governs Foothill Transit. One additional public meeting was held to allow the public to provide feedback on the draft policies. The meeting was advertised in area newspapers, as well as through social media and email blasts to customers. Additional outreach was conducted through local political offices and advocacy organizations. Feedback was also solicited via email or mail. No member of the public attended the meeting, and no relevant feedback was submitted via email.

Foothill Transit's Major Service Change policy states that any service change that affects more than 25 percent of revenue service miles travelled, or more than 25 percent of the riders on a route, is considered major.

In December 2012, service was added to Route 699 which exceeded the 25 percent threshold. The service change, which was initially meant to last less than one year, has now exceeded the pilot project stage and therefore, in accordance with the Federal Department of Transportation's Circular 4702.1B, which states that agencies "shall evaluate significant system-wide service and fare changes and

proposed improvements at the planning and programming stages to determine whether these changes have a discriminatory impact,” Foothill Transit has prepared an Equity Analysis of the service change.

## **2. Los Angeles Metro ExpressLanes Project**

Beginning December 2012 approximately, Foothill Transit began participating in the Metro ExpressLanes Project. As described by Metro, the ExpressLanes “is a pilot, one-year demonstration program...to improve traffic flow and provide enhanced travel options on the I-10 and I-110 Freeways in Los Angeles County.” The program introduced congestion pricing by converting High Occupancy Vehicle lanes to High Occupancy Toll (HOT) lanes and aims to improve transit service and other alternatives to driving, update transit facilities, and improve parking in downtown Los Angeles.

Metro ExpressLanes features that affect Foothill Transit include:

- Conversion of the I-10 El Monte Busway HOV lanes (I-605 to Alameda St) to HOT lanes
- 59 new alternative fuel expansion buses and operating subsidy for the demo period
- El Monte Station Expansion including new bicycle station and New Customer Service Center
- New Transit Station at Patsaouras Plaza
- 100 New Metro Vanpools

Specifically, as part of the ExpressLanes project, Foothill Transit increased service on Route 699 dramatically as agreed in an MOU signed by both agencies. In December 2012, 18 additional trips were added, an increase of 41 percent in weekly vehicle service miles. Additional trips were added in May 2013 to address customer demand leaving from Union Station in downtown Los Angeles resulting in another increase of 2.5 percent in vehicle service miles, and finally another increase of 4.61 percent in vehicle service miles took place during the November 2013 change to even out the number of A.M. and P.M. trips. The initial increase of trips was to maintain 7-8 minute headway in the P.M. rush hour.

Route 699 is one of five commuter express routes providing service during peak periods into downtown Los Angeles. Route 699 departs from Montclair TransCenter and makes one more stop in Pomona before heading straight into downtown Los Angeles.

### **Foothill Transit’s Policy Thresholds and Methodology for Determining Disparate Impact and Disproportionate Burden**

For this analysis, the demographics of the population within a 5 mile buffer of the two park and rides that Route 699 services were analyzed to ensure that this service change was not creating a burden on Foothill Transit’s low-income or minority population. Foothill Transit only provides bus service, thus the effects on other service modes have not been analyzed.

Foothill Transit’s Governing Board approved a Disparate Impact and Disproportionate Burden Policy in October 2013. The policy states that if the percentage difference between the minority and/or low-income population affected by a major service or fare change is 15% or higher than the service area in general, a disparate impact or disproportionate burden is caused.

## Analysis of Foothill Transit Major Service Change

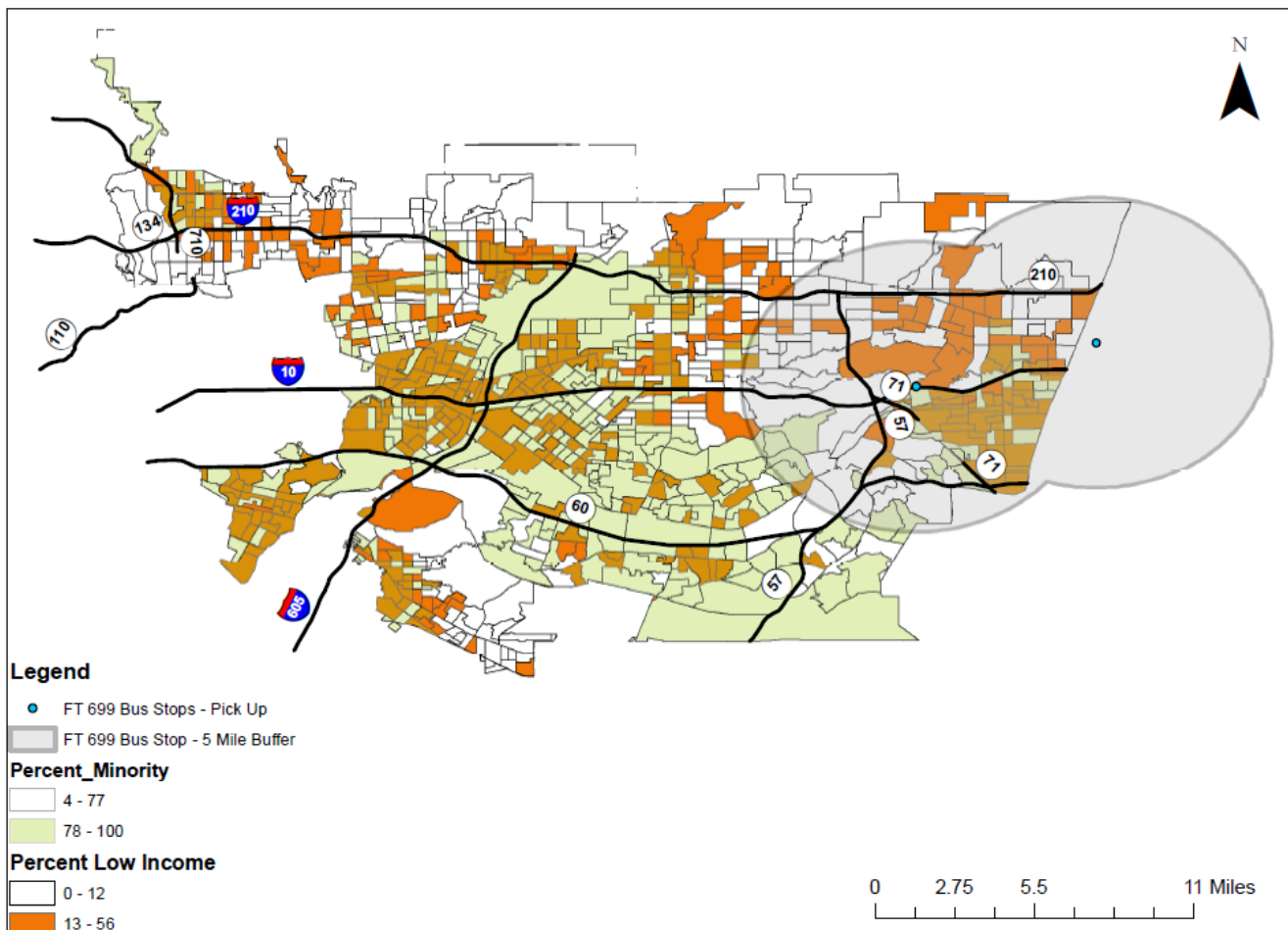
### 1. Methodology

Foothill Transit utilized 2007-2011 American Community Survey 5-year Estimate Block Group data to determine minority and low-income populations within the Route 699 service area and the overall Foothill Transit Service area. The 699 services Montclair TransCenter and the Fairplex Park & Ride in Pomona. Foothill Transit services 28 cities and unincorporated areas: Arcadia, Azusa, Baldwin Park, Bradbury, Chino, Chino Hills, Claremont, Covina, Diamond Bar, Duarte, El Monte, Glendora, Hacienda Heights, Industry, Irwindale, La Puente, La Verne, Monrovia, Montclair, Pasadena, Pomona, Rowland Heights, San Dimas, South El Monte, Temple City, Walnut, West Covina and Whittier.

Foothill Transit considers low-income to be a household that earns 30% or less of the median household income in its service area. The average median household income in Foothill Transit's service area is \$68,310.54; therefore, the low income threshold is \$20,493.16. Because the census reports household income in \$10,000 increments (after \$15,000), Foothill Transit considers any household with an income less than \$25,000 as "low-income."

Foothill Transit will be conducting an extensive ridership survey of its customers in 2014. Until then, specific ridership information is unavailable.

Below is a map of the Foothill Transit service area demographics, as well as the location of the two bus stops serviced by the 699 before it begins its trip into Downtown Los Angeles.



## 2. Impact of Service Change on Minority and Low Income Customers

Route 699 had approximately 25,165 boardings between January 2013 and November 2013, an 8.5 percent increase in average monthly boardings over calendar year 2012. The chart below summarizes the proportion of minority and low-income populations served by Route 699 versus Foothill Transit's service area. Although the area within a 5 mile buffer of the Park and Rides served by the 699 contains an average minority population that is lower than the average service area, the percentage differences between the two populations does not exceed the 15 percent threshold.

|                      | Minority proportion of service population | Low-income proportion of population |
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| Route 699            | 67.47%                                    | 12.3%                               |
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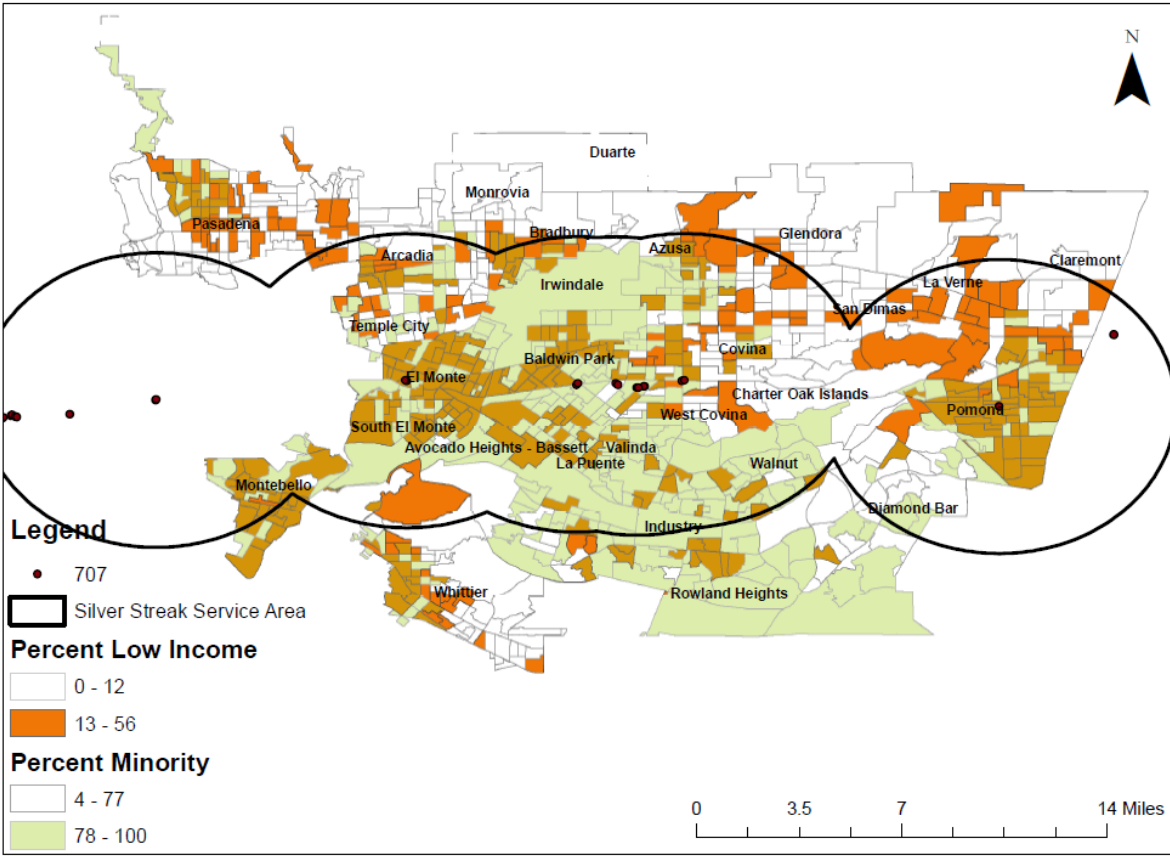
According to the American Community Survey data utilized, the average minority population serviced by Route 699 is lower than the average minority population of the service area. In accordance with Circular 4702.1B, complementary improvements to other lines are discussed.

## 3. Mitigating, Minimizing and/or Offset Disparate Impact Measures

As part of the Congestion Reduction Demonstration project, service was also added to the Silver Streak. The Silver Streak serves a similar route as the 699, and while it is not a commuter express line, it is a BRT-style service, providing quick commuter style service from Montclair (San Bernardino County) through transit centers in Pomona, West Covina and El Monte before serving destinations in downtown Los Angeles 24 hours a day. 21 trips were added to the Silver Streak schedule, amounting to 5.5 percent of weekday revenue miles, to bring the Silver Streak to 5-7 minute headways in the peak period. The Silver Streak offers a slightly less rapid alternative to riders for a cheaper fare; \$2.45 vs. the \$4.90 premium express fare. Also as part of the CRD project, fares were lowered on the Silver Streak from \$2.75 in October 2012 (a separate fare analysis has been submitted for that change).

Below is a map of the Silver Streak service area. The service area for the Silver Streak is defined as a five mile buffer surrounding each of the Silver Streak stops; except for the stops in downtown, the Silver Streak services transit hubs which also serve as Park and Rides, therefore expanding the service area of the Silver Streak:





The minority and low-income breakdown of the area served by the Silver Streak is as follows:

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| Silver Streak        | 79.08%                                    | 12.68%                              |
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**Conclusions**

Foothill Transit anticipates no negative impacts associated with this service increase. As mentioned above, the additional service is being funded through the Congestion Reduction Demonstration project and the ExpressLanes. Although the minority population in the service area of Route 699 is slightly lower than in the average service area, additional service was added to the Silver Streak which serves generally the same alignment as Route 699. The Silver Streak offers an additional lower cost option for individuals looking to travel from the Pomona Valley into downtown Los Angeles which runs 24 hours a day.